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SOUVENIR

OF THE VISIT OF THE

International American Conference

TO THE CITY OF

PHILADELPHIA,

November 10–13, 1889.

Prepared under the direction of the Citizens' Reception Committee for presentation to the following Delegates, Secretaries, and Attachés of the Conference:

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WHAT PHILADELPHIA IS

SKETCH OF THE INDUSTRIES AND LEADING CHARACTERISTICS OF THE CITY. . . . . .

WITH SPECIAL REFERENCE TO ITS

HISTORIC PAST.

BY

ALBERT F. MATTHEWS,

OF THE STAFF OF THE PHILADELPHIA PRESS.

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PREFACE.

THE tour of the delegates to the International American Conference through the Northern section of the United States culminated in Philadelphia. There was singular felicity in the plan which made the visit to this city the crowning event of the journey. Philadelphia is at once the chief historic centre and the representative manufacturing city of the great Republic.

The citizens of Philadelphia had great satisfaction in extending a cordial welcome to the representatives of the sister American nations, and this volume is designed as a memento of the agreeable association. Its purpose is to give our distinguished visitors a somewhat broader sketch and leave with them in more enduring form a distinct impression of what they saw when they were with us. It is not intended to be a mere statistical abstract, made up wholly of

cold and colorless figures, but a portraiture which, while studiously accurate and trustworthy, shall at the same time suggest something of the flesh and blood and life of the city. Such statistics as are given for 1889 cover only that part of the year preceding the visit of the Conference in November.

"Those who dwell on Mount Athos do not see Mount Athos." It is altogether probable that our acute and travelled visitors saw our city with a keener vision and a quicker apprehension than we who are to the manner born. But it is the earnest hope of the Citizens' Committee, under whose auspices this volume has been prepared, that it may serve not only to refresh their impressions, but to signify our great pleasure in the honor of their visit and to keep our city and her people green in their memories.

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WHAT PHILADELPHIA IS.

CHAPTER I.

INTRODUCTORY.

LET the man who would ask what Philadelphia is stand for ten minutes on the City Hall tower and see. He is squarely in the centre of a huge American city and hundreds of feet above it. He knows already—for surely he has been told—that it is the second city in population of the United States, containing over one million souls; that it is the metropolis of one of the greatest States, and is two centuries old; that it is ninety-six miles from the seaboard, and in the clasping embrace of the best-lighted and one of the easiest-navigated rivers of the world; that its extent covers one hundred and twenty-nine square miles; that its right-angled streets line out a city plan of squares precise and unyielding that proclaim the rigid simplicity of its earliest settlers; that it was founded by William Penn, and that,

under the example and precept of decades of Quaker influence, it has come to be regarded as the home of a quiet, unpretentious folk, a reservoir of conserved force, unassuming, but so persistent and fearless that not only in times of crisis but in every-day life it has had a conspicuous share in the development of a mighty nation, in its history, its science, its literature, its art, its labor, its morality, its triumphs.

But what does the stranger on the tower see? He sees first miles and miles of red-roofed buildings. There are thousands of acres of these slanting, dull-hued roofs all alike and resting on billions of red bricks set in white marble frames. In interminable rows, with mathematical precision, they stretch away out of sight like an immense army, every company, every regiment, every brigade, every division, every corps of which stands rigidly stiff ready for dress-parade inspection. At once the stranger pronounces Philadelphia a vast city of plain architecture, devoid of show, apparently possessed of large wealth.

What does a second glance reveal? Rising from the vast plain of roofs half a thousand spires rear their heads to look at the searching spectator. Away to the north a magnificent Corinthian temple stands forth from a marble plaza. It is Girard College, a choice jewel in the city's casket. To the west are the buildings of a great and historic University. To the south and east rise the palace homes of commerce. Then the stranger proclaims Philadelphia a city of

VIEW OF THE NORTH EAST SECTION OF THE CITY FROM THE CITY HALL TOWER

toleration, a city of free religion, devoted to education and proud of trade.

One of these buildings to the east has caught the stranger's eye and holds it. Instinctively he recognizes Independence Hall, the most sacred building in the United States, the choicest national temple in the world. He remembers that here the Declaration of Independence was signed; here the tongue of the old Liberty Bell vibrated the birth of a new nation; here the Constitution was adopted. He remembers all this, and the sweep of the music of two national centennials held in Philadelphia reaches the ears of his memory, and with eagerness he declares it to be the city of the Revolution—the revolution for humanity and progress—and the birthplace of eighteenth and nineteenth century liberty.

Turning again for a closer look, he sees that from every portion of the town thousands of heated boilers are sending forth the hot breath of industry in fleecy cloud-pillars that catch the eye like whitecaps on a ruffled lake. At the tower's base swift iron horses start off with thundering carriages in impetuous speed. From the encircling river, from the suburbs, from without and from within come signals that proclaim a reign of industry such as is seen nowhere else in the Western hemisphere. They tell a story of capital and labor, of wage-workers and employers dwelling together in mutual dependence, and they proclaim the dignity of labor as a fundamental idea of liberty and

progress. The stranger then begins to understand that Philadelphia is the greatest city of industry and manufacture on the American continent.

Another look at the dwellings shows them to be low in comparison with those of other cities. One-half of them are small, two stories in height, built solely for the use of single families. The man on the tower will be surprised to learn that he is looking down on more than two hundred thousand separate and distinct homes, a sight to be seen nowhere else in this country. He will not see one tenement house, in the generally accepted sense of the term, in the whole city, and then, pausing to think of the industries and noting the spirit of the city that finds its characteristic feature in the home idea, he will begin to comprehend the meaning of the area that Philadelphia occupies and its true significance. He will then see why Philadelphia is called the City of Homes.

If now the day should be Sunday, stranger yet will be the sight. The spectator will be looking down on a city where not a single drinking saloon is open. The noise of the streets is still, traffic has ceased, and the quiet of a North American Sunday, seen usually in small towns and villages alone, pervades the place like a new atmosphere. It is a living exemplification of that respect for law that marks an independent people. There dawns upon the stranger the real meaning of the words "law and order," and he begins to realize that Philadelphia is the leading

INDEPENDENCE HALL SOUTHERN VIEW

city of the United States in paying tribute to the supremacy of law.

Thus the stranger sums up Philadelphia,—an unpretentious city of mighty power and large space, a tolerant city, a city of historic splendor, a hive of industry and the dwelling-place of labor, a city where home is a universal temple, and, finally, a city where law and order reign.

This does not answer the question, for Philadelphia is more than all this. No city on the American continent is its peer in reverence for the past, and in no city does the spirit of patriotism live as in modern Philadelphia. On every occasion a patriotism that never dies or grows feeble speaks as it spoke more than a century ago. Moreover, the city stands out far ahead of all her sister municipalities in one respect. She represents the latest tendencies in municipal government, her affairs being conducted on the idea of individual rather than bureau responsibility, and her system of finance being summed up in the homely expression "Pay as you go."

What, then, is Philadelphia? She is the typical American city of the United States,—typical in her history, typical in her people, typical in her industries, and typical in her tendencies.

CHAPTER II.

THE CITY'S HISTORIC PAST.

TO appreciate thoroughly the Philadelphia of to-day glance briefly at her past. It was of Philadelphia that Penn wrote: "I took charge of the province for the Lord's sake; to raise a people who shall be a praise in the earth for conduct, as well as for civil and religious liberty; to afford an asylum to the good and oppressed of every nation; to frame a government which may be an example, and to show men as free and as happy as they can be."

Provided with a charter granted by Charles II., William Penn gave his cousin, William Markham, a commission to settle in Pennsylvania and to establish Philadelphia. Previous to that the Dutch and Swedes had settled along the Delaware River. Penn came over in 1682, arriving at New Castle October 27, and reaching Philadelphia a few days later, probably less than a week. The original Indian name was Coaquanock, meaning "the grove of tall pines." Thus the city was established, having a record of eighty dwellings and five hundred inhabitants in the first year's

WHERE THE FIRST CONTINENTAL CONGRESS MET

growth. Various industries sprang up, the leading ones of which were ship-building, brickmaking, and tanning. The daily life of the people was characterized by steady, conservative growth and a freedom from strife, such as distinguished many leading cities of the colonies.

However, it is around the Declaration of Independence, adopted on July 2, 1776, and proclaimed on July 4, 1776, that the greatest historic interest in the city clusters. The first Continental Congress met in Philadelphia, in Carpenters' Hall, on September 4, 1774. The State-House, from which national independence was proclaimed, was not available, because the Pennsylvania Assembly was about to sit there. It was in Philadelphia, on July 9, 1778, that the Articles of Confederation were adopted and signed, and here, on May 14, 1787, the Constitutional Convention met, finishing its work September 17, 1787, amid great rejoicing. Three years later Congress met in Philadelphia, the city becoming the seat of the National Government for ten years. In 1793, Washington was inaugurated here for the second term of his presidency, and here it was that his matchless "Farewell Address" to the people was delivered before Congress in 1797, a little over two years before his death.

In and about Independence Hall all these events are centred. It stands to-day practically as it stood then. Begun as a State-House in 1732, it was finished in 1749. Ever since 1776 it has been the

nation's shrine. Over a century ago it sheltered the nation's greatest men. On one side of it Congress met, and on the other side the National Supreme Court began its sessions. It opened its doors to Lafayette and Kossuth later in its history, and under its roof the people paid tribute to the dead body of the martyr-president, Abraham Lincoln. The nation gathered there in 1876, when the country's monster Centennial reached its zenith, and then again in 1887, at the Constitutional Centennial, all the great men of the prosperous and giant Republic passed through its corridors and beneath its dome. In 1876 it was dedicated to the people of the United States by the City of Philadelphia, into whose possession it had come about the beginning of the century.

THE LIBERTY BELL.

Within those sacred portals hangs that bit of metal most sacred to the United States,—the Liberty Bell. This emblem of the past was first hung in the tower in August, 1752. Within a month it became cracked. It was recast, and in June, 1753, was again hung in the steeple. It remained in faithful use and rang out the great Declaration, after which it was used only on particular occasions. It was finally cracked on July 8, 1835, while tolling in memory of Chief-Justice Marshall, who died in this city two days before. Twice only has the bell been removed from

THE LIBERTY BELL

its home. In 1777, when the British occupied the city, it was sent to Lancaster, and in 1885 it was sent to the Exposition at New Orleans to emphasize the bond of fraternal union between the North and the regenerated South. Its last return was made the occasion of a civic pageant, and since then it has remained suspended in Independence Hall, the most venerated inanimate thing in the United States, excepting the State-House itself, the original Declaration of Independence, and the actual parchment of the Constitution.

Not only in Revolutionary memories is Philadelphia dear to the nation. Here the first Abolition society was formed and began its work. Here the first bank of the country was established. Here the first Stars and Stripes were unfurled to the breeze, and the place where the flag was made, 239 Arch Street, stands to-day. It was from Philadelphia that the first Arctic exploration expedition set sail. The good ship was the "Argo," but her mission was unsuccessful. She sailed from the Delaware in 1770. Here the American Protestant Episcopal Church was established in 1786.

THE INDUSTRIES OF THE PAST.

The city's industries, too, were established early. Ship-building began as early as 1683, and flourished as nowhere else in the colonies or after-

wards in the new nation. Here was established the first textile manufactory in the colonies. Silk culture began as far back as 1771. It was on the Delaware, in 1788, that John Fitch applied steam to the propulsion of oars that drove the first steamboat up and down the river, nineteen years before Fulton made his success on the Hudson with the Clermont by the application of steam to paddle-wheels. Here the first successful type-foundry was established, and the first German Bible ever printed in this country was printed in Philadelphia. The first effective locomotive, the old "Ironsides," was built here in 1831–32, and has a record, too, it is said, of a mile a minute. The first experimental steam-engine, however, was put in operation in 1773, and it was here, in 1775, that the first piano-forte was made this side of the Atlantic.

Among the earliest of the industries was that of iron and steel working. There were many furnaces, and a great product was fire-arms, cannon, and the production of nails. Gold- and silver-smiths were in great demand, and hatters and tanners found a lively occupation constantly. The brewery industry was also strong. The first chemical works in the United States were also established here.

Down to 1833, Philadelphia was the great financial centre of the country. President Jackson in that year caused the disruption of the second government bank that had been established, and after that New York became the money head-quarters. During the first

INDEPENDENCE HALL WHERE THE DECLARATION OF INDEPENDENCE WAS ADOPTED

three decades of the century Philadelphia was the foremost port of the country, and the sugar industry, fostered on importations from the West Indies, became a leading source of wealth and business. Thus the city grew, building up and adding new industries at every step, and thus she became what she is to-day,—the largest and most diverse manufacturing centre this side of the Atlantic.

GREAT MEN OF THE PAST.

Not only is the city's past great in the events with which her name is inseparably linked, but she counts among her glories the memory of scores of great men. The name that stands highest is that of Benjamin Franklin, printer, scientist, statesman. It was here, and said to be on the site of the present Post-Office at Ninth and Chestnut Streets, that he caught the lightning from the clouds and first mastered that mightiest of forces, electricity. His life is known wherever United States history is known. Among the other names on the scroll of honor, and known far beyond the limits of Pennsylvania, are those of Robert Morris and James Wilson, the one the great financier and the other the profound constitutional lawyer, defender, and advocate. Great at the bar was Horace Binney. Great in medicine were Benjamin Rush, William Shippen, and John Morgan. Great in science have been John and

William Bartram, botany; Robert Hare, chemistry; David Rittenhouse, astronomy; C. S. Rafinesque, general science; Thomas Say, founder of the Academy of Natural Sciences; Provost Smith, one of the University of Pennsylvania's founders; Alexander Wilson, ornithologist; Elisha Kent Kane, Arctic explorer; A. D. Bache, coast survey. Great in economics were Matthew Carey and Henry C. Carey, his son. Andrew Hamilton first established in law the liberty of the press. Great in combat with the yellow fever was Dr. René La Roche. Bishop White, of Philadelphia, was the first American Episcopal bishop, consecrated in London with Bishop Hobart. John Hopkinson, the author of "Hail Columbia," was a Philadelphian. This was the home of Benjamin Lay, the great anti-slavery preacher. The city especially rejoices in the memory of James Logan and Stephen Girard as philanthropists. Robert Fulton spent his boyhood's days here. High on the scroll of Revolutionary heroes are the names of half a dozen Biddles, and so the list might be extended.

Thus runs the story of the city's past. It is a story of patriotism, of great men, and of a peculiarly sensitive, liberty-loving people; a story of war that led to prosperous peace; a story of steady accretion of wealth; a story of constant improvement of the masses; a story of wonderful mechanical development, and a story of loyalty that challenges the admiration of the whole people. The city has had its periods

of storm and stress. It has felt the scourge of yellow fever and of small-pox, but has escaped the horrors and losses of enormous conflagration. Times of financial distress have fallen sore upon it, but its straightforward conservative spirit has successfully stemmed the storm. It has had its share of riots, but it has never been disgraced by outbreaks of disloyalty to the nation. During the great civil war its financiers propped up the arms of the government with their gold unhesitatingly, and the honor of bringing a reunited country out of a war in which its people, one and all, bore a patient part, and heroes, such as Hancock, Meade, Hartranft, Reynolds, and McClellan flashed their Pennsylvanian swords, rests more with Philadelphia than with any other municipality in the North.

CHAPTER III.

THE CITY'S INDUSTRIES.

IF one would thoroughly know Philadelphia, the streets are no place for him. Let him open the doors of industry and step inside. He is in the presence of at least a quarter of a million wage-earners. They represent the brawn of a nation and the chief glory of Philadelphia. The visitor is in the midst of thousands of glowing furnaces heating immense cauldrons, whose clouds of steam betoken almost every conceivable form of manufacture. The noise of anvils, the din of hammers, the rush of spindles, the whirl of machinery reach his ears, and he realizes the colossal scope and significance and the high honor, too, of the words, "American workingman."

Wonderfully diverse and varied are these industries. From the heaviest product of iron machinery down to the daintiest fabric of silk and the frailest creation of pottery, all are made here. Wherever the natural conditions render it possible to make a product with profit to the manufacturer and a decent living to the worker, no industry of any magnitude

GIRARD COLLEGE MAIN BUILDING

is overlooked or fails to find a foothold in this community of big-chested, hard-muscled men. William Penn seemed to foresee it all, for in his frame of government he provided for "a committee of manufacturers, education, and art, so that all wicked and scandalous living may be prevented, and that the youth may be trained up in virtue and useful arts and knowledge."

Exact and complete details of the productivity of Philadelphia manufactures have not been gathered since 1880 and 1882, the former by the government and the latter by a city census. Careful estimates from acknowledged experts are being constantly made, however, and by taking the lowest figures the liability to exaggeration is greatly lessened and rendered improbable. Regarding their diversification, however, there can be no error. In 1882 there were found to be over twelve thousand separate manufacturing establishments in Philadelphia. There certainly is that number to-day, and it probably reaches one thousand more. In these thirteen thousand places can be found the alert, vigorous, and powerful mechanical genius of the country. Here the ponderous locomotive and the most delicate of mathematical instruments are made. Mighty war ships and children's dolls are produced. Almost every form of iron, every form of textile development, every form of change in the character of all the leading raw materials, native grown or imported, may be seen here. The mechan-

ical spirit that finds expression in the highest skilled labor also expends itself on crude and odd creations. Here numerous grindstones are made. Factories for hairpins and even horse-sandals may here be found. Aquariums, foundry facings, matches, axle-grease, coffee-roasters, bellows, surgical appliances, signal rockets, ship propellers, millstones, sand-paper, paper pulp, shipping tags, window-shades, crucibles, varnish, vinegar, and a hundred others have a place in the list of the thirteen thousand establishments.

THE CITY'S YEARLY PRODUCT.

Perhaps the most striking figures that can be given to show the importance of Philadelphia as a manufacturing centre are these: During the year 1888, according to the Bureau of Anthracite Coal Statistics, there were two million eight hundred and thirty-eight thousand six hundred and eighty-nine tons of anthracite coal used in Philadelphia. The Bureau of Boiler Inspectors report that during the same year five thousand four hundred and ninety-nine boilers were under their supervision and care. These two facts tell their own tale of industry. It is impossible to get statistics of the number of tons of bituminous coal used, and it would be simply a guess of large dimensions to even approximate the amount of coal used in household consumption.

Regarding the number of persons employed in

these establishments, it is a low estimate to put the figure at two hundred and fifty thousand. The census of 1880 put the number at one hundred and ninety-seven thousand nine hundred and sixty-four; that of the city's compilation in 1882, prepared by Lorin Blodget, fixed the number at two hundred and forty-two thousand four hundred and eighty-three. If there was error in either figure, as has been claimed by both sides, it is held by experts that in view of the increase of population from eight hundred and forty-seven thousand in 1880 to over a million—as will be shown later—in 1889, the estimate of a quarter of a million workers is not too low. The average productivity of the Philadelphia worker has been put at two thousand dollars per individual (the actual figures being nineteen hundred and ninety-two dollars). This sum multiplied by a quarter of a million workers means an annual output of at least five hundred million dollars. The 1882 census put it at four hundred and eighty-one million two hundred and twenty-six thousand three hundred and nine dollars, and that of 1880 put it at three hundred and twenty-two million nine hundred and eighty-four thousand four hundred and sixty-one dollars. At any rate, five hundred millions is now regarded as a fair figure, and there are experts of established reputation who unhesitatingly declare that the value of the products manufactured in Philadelphia is at least six hundred million dollars. They base this on the belief that the increase in prod-

uctivity in ten years is from twenty to twenty-five per cent., and that the figures of the census of 1882 are more nearly correct than those of 1880. The estimate of five hundred million dollars is conceded by all, however, to be low and free from exaggeration of value. The figures represent the cost price rather than the selling value. It is estimated that the number of distinct industries is between three and four hundred, and the average wage of the Philadelphia worker is four hundred and seventy-five dollars a year, men, women, and children included. In Boston and many other cities it is computed at three hundred and seventy-five dollars.

Of the hundreds of industries that go to make up Philadelphia's great total there are half a dozen that stand out conspicuously. They are these: textile, sugar, iron and steel, ships, clothing, and shoes. According to the city census the output of the textile industries was one hundred and two million eighty-seven thousand one hundred and twenty-eight dollars, and the 1880 census made it seventy-five million four hundred and seventy-eight thousand and fifty dollars. It is a low valuation to put it now at one hundred and ten million dollars, largely because of the wonderful output of carpets, the leading department of the textile industry of Philadelphia. Among the textile industries are included carpets, cloth finishing, cotton manufactures of various kinds, dye and print works, hosiery and knit goods, all kinds of silk goods, woollen

DELAWARE RIVER. VIEW SHOWING THE SUGAR REFINERIES IN THE SOUTH EAST SECTION OF THE CITY

goods of all grades and kinds, as well as worsted manufactures and mixed textiles. An estimate of one thousand establishments, with an employment roll of seventy thousand men, women, and youths of both sexes included, is a low one. The variety of manufacture in the other conspicuous branches of industry, especially in iron and steel, is similar to that of the textile trade, and each can best be clearly brought out by separate attention.

THE CARPET TRADE.

Take carpets first. In the city of Philadelphia alone more carpets are made than in the whole of Great Britain at the present day. The finest fabrics are made here. There is no branch of the trade that is not wrought out here, and the most expensive, luxuriant, and rich floor coverings in the world now come from the mills of Philadelphia. The prosperity of this industry has drawn thousands of operators from England, in many cases thinning the population of carpet-making towns to a noticeable extent. The hand looms are fast being supplanted by power looms, and even these are being vastly improved, so much so that it is estimated that since January 1 of the year 1889 fifteen hundred rapid-motion power looms have been set up in various factories in the city. Each one of these looms doubles a man's producing capacity. The trade is very flourishing at the present

time, and the number of looms has been estimated for 1889 as eight thousand, employing fully seventeen thousand persons, who produce seventy million yards of goods, worth from forty to forty-five million dollars a year. Lorin Blodget estimates twenty-five thousand as the number of persons all told that are connected with the trade in its various branches, and by general consent the average cost price of carpets, including ingrains, Brussels, Axminster, velvets, moquettes, and other grades is fixed upon as from fifty to sixty cents. There are at least one hundred and eighty distinct mills in the city, half a dozen of which are so enormous in size and capacity as to astonish even visitors from the Old World.

Important and extensive manufacture of carpets began here about 1840 through the immigration of German and English workmen. It struggled along until after the civil war, and under the stimulation of tariff acts soon began to lead the revolution in the industries of the city. Imports in carpets gradually decreased until they became insignificant, in 1876. This led to a large immigration to Philadelphia, and that part of the city called Kensington, which is especially the carpet centre, is now populated not only with thousands of English skilled workmen, but many of their best engineers, managers, and designers. The twelve million dollars which used to go annually to England for carpets now remains on this side of the Atlantic, and, estimating the amount paid to labor

as one-third of the cost (some place the figure as high as forty per cent.), this means that four million dollars a year is paid to workmen in Philadelphia, and, instead of going abroad, remains in circulation in this city for the benefit of her people and the expansion of her trade.

While the carpet industry has undoubtedly increased from sixty to eighty per cent. in the last ten years, not so much can be said for all branches of the textile trade. The output of cotton yarn goods, which in 1882 was estimated at thirteen million one hundred thousand three hundred and thirty-three dollars, has probably decreased twenty-five per cent., owing to the establishment of factories in the Southern States side by side with the cotton-fields. In the dye- and print-works the estimated increase since 1880 is about ten per cent., making the output of that branch of the textile industry equal to between four and five million dollars. The output in hosiery and knit goods is about the same as it was eight years ago, being estimated in the city census of 1882 at fourteen million one hundred and six thousand six hundred and forty dollars for that year.

SUGAR INDUSTRY STATISTICS.

The sugar trade of Philadelphia next commands attention. Since early in the century it has been a leading industry of the city. Standing on

the City Hall tower and looking towards the south-east, two lofty refineries in full operation are seen on the edge of the Delaware, the daily output of which is, when in full operation, seven thousand five hundred barrels. Another refinery, consisting of a double plant, is to be put in operation within a short time, and the sugar output, by including one or two small refineries, will reach from twelve to thirteen thousand barrels a day, averaging three hundred and twenty-five pounds to the barrel, and costing from twenty to twenty-two dollars a barrel. The value of the output of the refineries, run at full capacity, as they have been this year, equals fully fifty million dollars. When the capacity shall have been increased to thirteen thousand barrels a day the output will be over eighty million dollars a year.

Of the refineries now in operation in Philadelphia none belong to the well-known Sugar Trust. When the added refineries become available, the capacity of Philadelphia will be about equal to one-half that of the trust, or, in other words, one-half that of the rest of the United States. This will have a material influence on the price of that commodity in the country at large, the demand for which is said to increase at the rate of five per cent. a year. The new refineries hope to fill this increased demand of five per cent., and thus, while bringing increased trade to Philadelphia, the effect of which will be felt in thousands of channels, it is thought that injuri-

POST OFFICE AT CHESTNUT NINTH AND MARKET STREETS

ous competition among the city's refineries will be avoided.

Most of the raw material used in making sugars comes from Cuba. The last navigation reports show that in 1888 there were received at the port of Philadelphia four hundred and forty-eight million three hundred thousand pounds of raw sugar, an amount fifty per cent. greater than that which went to Boston. The value of the imports from Cuba, as shown by custom-house statistics for the year ending June 30, 1888, was over thirteen million dollars; from Porto Rico the importations reached six hundred and fifty thousand dollars. The increase in the refining capacity will increase the business of the port from three million to five million dollars a year.

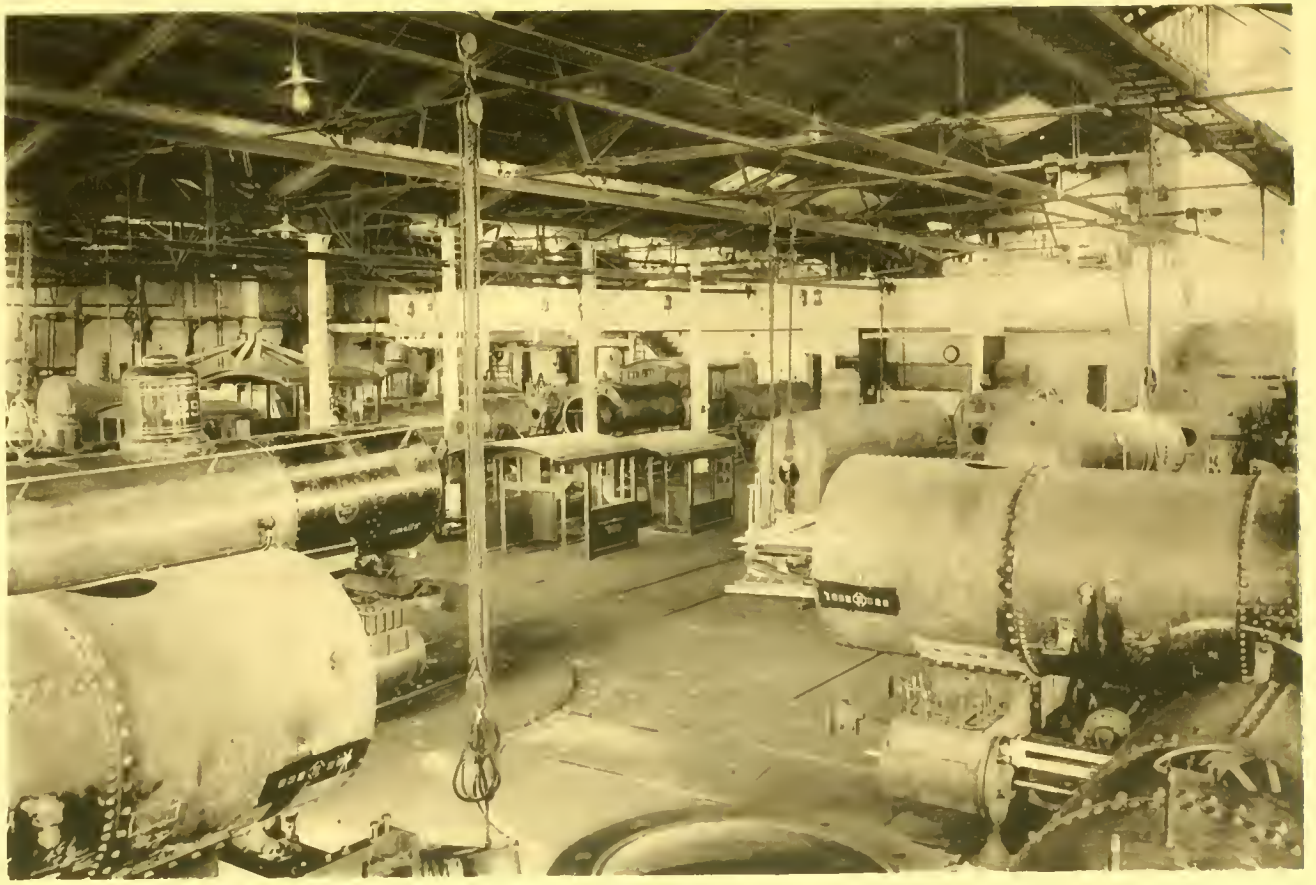
An estimate as to the number of men employed in the refineries is extremely difficult to obtain, from the fact that the work outside the refinery proper, such as coopering, carting, and other labor, is let out at contract price, and is not counted with the labor of the refinery. In the 1882 census the number of men employed in the business was put at seventeen hundred and eighty-nine. When the new refineries get in operation it certainly will be within the limits to say the number of employed persons will reach at least two thousand. There are other refineries in Philadelphia than the three referred to, but as they do not make high-grade sugars,—that is, granulated or light-colored sugars,—they are regarded as but

tributary to the larger or leading refineries. Philadelphia thus has the largest output of sugar of any city in the United States, and is only surpassed in its record by New York and Brooklyn combined, the two cities easily numbering a population at least twice that of Philadelphia.

IRON AND STEEL WORK.

Ever since Philadelphia has been known as a manufacturing city it has heard the hammer and felt the glow of the furnace of the iron and steel worker. Still it is not what might be strictly termed an iron and steel centre. It is rather a city where iron and steel finishing is done. It has made machinery ever since machinery could be made, and to-day it works iron and steel into more forms, useful and ornamental, than any other city in the United States.

While the city has its rolling-mills and furnaces, they are small compared with those found elsewhere in the State, notably in the Schuylkill, Lehigh, and Susquehanna Valleys. Still these immense blast furnaces have been largely fed, in fact almost entirely established, by Philadelphia capital, so that it may truly be said that Philadelphia has her monster furnaces near the mines where the raw material is produced, and then finishes the crude article in her own limits, changing it into a multiplicity of forms that delight the eye and serve the purposes of man



INTERIOR VIEW OF BALDWIN'S LOCOMOTIVE WORKS

in every grade of life. Even in Pittsburg, where furnaces and rolling-mills seem to be the dwelling-places of the masses, Philadelphia capital rears its head and contributes largely to the sum of the great product.

Turning to the city again, there is no industry in its limits that calls for a greater variety of skilled labor than that of iron and steel working. Its hum is heard in solid blocks of establishments, and its workmen, whether drawing slender bars of snake-like iron from white-hot furnaces, or adjusting the delicate mechanism of mathematical instruments, are well paid and contented. At this writing the industry is in the whirl of prosperity, and many factories are running on night schedules.

Satisfactory statistics concerning the iron and steel industries in Philadelphia are extremely hard to obtain. It is known that the first iron-foundry was built in Germantown in 1711. The Government census of 1870 put the product as forty-six million three hundred and eighty-two thousand one hundred and seventy-three dollars from four hundred and thirty-nine establishments, and employing twenty-seven thousand eight hundred and fifty men. The 1880 census reduced these figures to twenty-seven million sixty-nine thousand eight hundred and two dollars output from four hundred and thirty establishments, employing only nineteen thousand one hundred and forty men. The 1882 census made this estimate: output, fifty-eight

million six hundred and eight thousand seven hundred and eighty-one; establishments, seven hundred and nine; workmen, thirty-one thousand nine hundred and seventeen. These, then, are the official estimates, those of 1870 and 1882 being taken by the same management. It is believed that no possibility of exaggeration can creep into this present estimate: product, fifty million dollars; wages, fifteen million dollars; establishments, seven hundred to eight hundred; workmen, thirty thousand. There are those who claim that the present output is at least seventy million dollars, and that the other figures should be increased accordingly. Even with the lower estimate, Philadelphia leads the other cities of the country, and can afford to rest satisfied on this basis.

The diversification of the industry is interesting. Here are made horseshoes, car-wheels, stoves, axles, bolts, chains, and cables, hardware of all kinds, nails, pipes, scales, safes, wire, locomotives, steam-heating apparatus, boilers, textile machinery, sewing-machines, saws, files, and scores of other articles in iron and steel, as well as products of bronzes and smelted metals.

If there is one thing above others, however, that Philadelphia is noted for in the line of machinery it is locomotive building. On North Broad Street is the largest locomotive factory in the world. Its creations go to every part of the world, and the Baldwin locomotives are known and daily seen in Russia, Aus-

tralia, South America, and other distant parts of the globe. In the works about four thousand persons are employed, and its output for the past year was eight hundred and twenty-seven locomotives, nearly three complete engines a day, high illustrations of the triumph of mind over matter. At an average price of nine thousand dollars to a locomotive, the product of this vast factory reaches nearly eight million dollars a year. Of the eight hundred and twenty-seven locomotives made in 1889, two hundred and eleven were exported. In the year 1884, however, when four hundred and twenty-nine locomotives were made, there were one hundred and seventy exported, or more than one-third of those manufactured. In 1883, out of five hundred and fifty-seven made, one hundred and fifty-one were exported. In 1882 the figures show one hundred and nineteen exported out of a total of five hundred and sixty-three made. The smallest number exported in any single year since 1880 was in 1886, when only thirty-seven were sent out of the country. At least one-third of all the locomotives made in the United States are manufactured in this establishment.

It is but a step from locomotives to railroads. With its head-quarters in Philadelphia one finds the best conducted and greatest railroad in the country as regards equipment, construction, and management. The Pennsylvania Railroad is a system comprising seven thousand five hundred and twenty-one miles of

road, three hundred and ninety-two miles of canal, twenty-four thousand miles of iron rails, or twelve thousand miles of track, and has a capitalization of six hundred and fifty million dollars, so distributed that no individual or single corporation or corporate interest outside the company has a controlling share in its affairs. It is, therefore, a stupendous organization, so superbly managed as to challenge the admiration even of those to whom figures of millions are as easy of mastery as the simple sum in arithmetic on a child's slate.

SHIP-BUILDING'S THRIVING CONDITION.

Perhaps the Philadelphia industry that is attracting most attention the world over just now is that of ship-building,—its oldest industry. It is only a few weeks since the report was flashed around the globe that the fastest war-ship afloat, if not the fastest vessel of large size in the world, had just made her record off the Delaware capes. It is also matter of frequent occurrence for representatives of nations from all over the world to pay a visit of inspection to that wonderful ship, at present only partially successful, but which bids fair to revolutionize naval warfare when some minor conditions are eliminated,—the dynamite cruiser "Vesuvius." The whole of the new navy, so called, of the United States thus far launched, has been built on the Delaware, with

DECK VIEW OF THE CRUISER VESUVIUS, SHOWING DYNAMITE GUNS IN THE BOW

the exception of one cruiser in San Francisco and a gunboat in Baltimore. There are two stages in the construction of even the new navy. The more recent has been built in Philadelphia, while the pioneers in the fleet were finished about five years ago at Chester, less than a score of miles below Philadelphia.

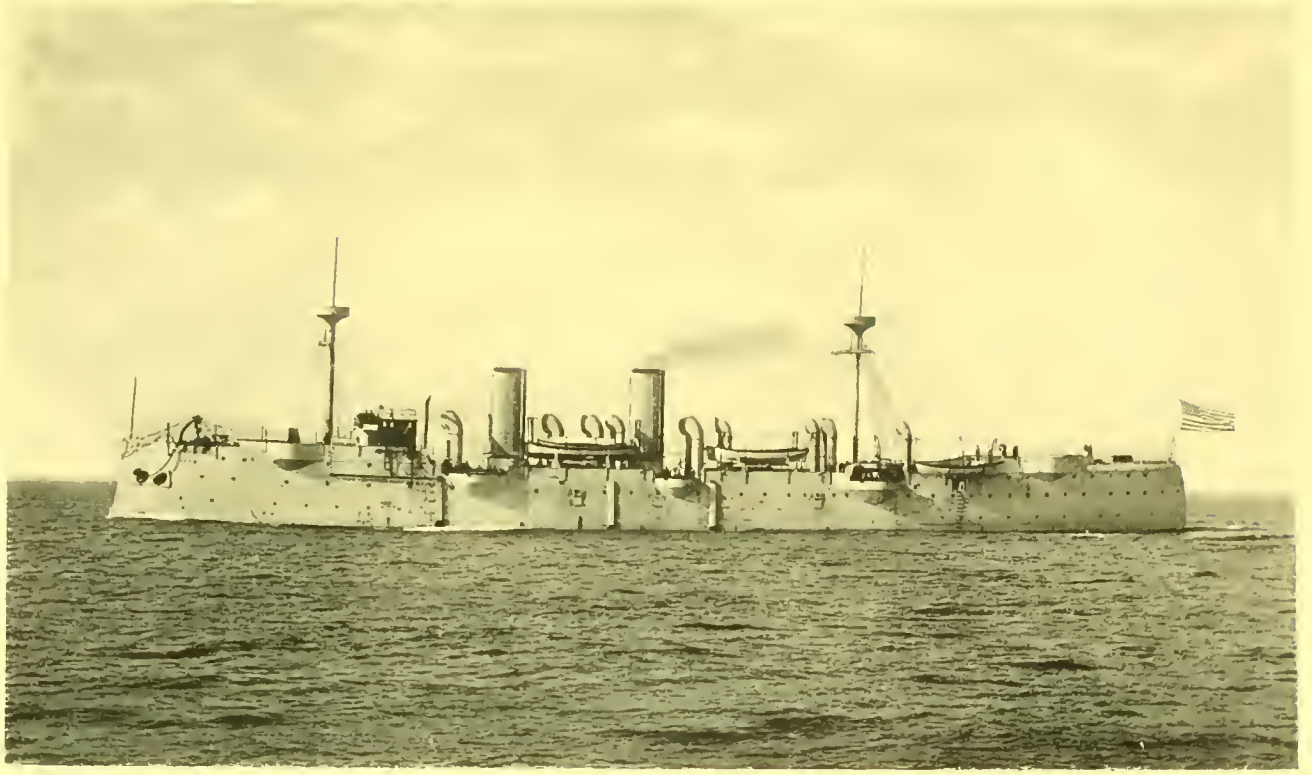
Ship-building began in Philadelphia in 1683, the year after its actual settlement. It has continued a leading industry from that time down to the present, reaching its most thriving period from 1810 to 1830, when the American flag held supremacy on the high seas. The Delaware has, therefore, been called the "Clyde of America." The output at 1830 was probably not as great as that to-day, but there were many more yards in operation, all engaged in constructing wooden ships. Ship-building began here, as an old ship-builder put it recently, "long before Maine and other ship-building places in this country were even heard of."

In earlier days commerce with the West Indies and South America was very prolific, and many a ship low-laden with tropical products swept northward on the gulf-stream's broad back and turned into the Delaware to find a harbor and the leading commercial port of the country. This city has ever held natural and intimate relation with the countries southward, even far below the equator.

Iron ship-building reaches the highest state of perfection in Philadelphia and vicinity. Here the Messrs.

Cramp have built the "Yorktown," "Vesuvius," and "Baltimore," and are finishing the "Philadelphia" and "Newark" of the new navy, every one of which bids fair to be a marvel in its kind of work. In Roach's yard, at Chester, were built the "Chicago," "Boston," "Atlanta," and "Dolphin," pioneers in the new order of naval warfare and in the reconstructed navy. They all compare favorably with naval vessels of like grade in any other navy on the globe. It was on the Delaware that the matchless "Volunteer," the fastest sloop-yacht in the world, was built, and while not strictly a Philadelphia enterprise, like all ship-building on the Delaware, it is simply the outgrowth of an industry established here that spread to adjoining settlements.

Hundreds of iron vessels, coastwise steamers, Brazilian steamers, ferry-boats, and transports have been built in and near Philadelphia in the last twenty-five years, since iron ship-building began. The first iron-coated war-ship built in America was constructed by William Cramp in 1862. It was the renowned frigate "Old Ironsides" that did valiant service in the civil war. The first iron war vessel was the "Yazoo," built at the same yard in 1863. The first iron passenger vessel constructed in this country was the "Aspinwall," built about the same time in Cramp's yard. Recently from the same establishment, which now employs from two thousand two hundred to two thousand five hundred workmen, five triple-expansion engine passenger vessels for the Venezuelan trade have gone



THE CRUISER BALTIMORE

forth, running from New York to Caracas. The demand for steamers in that direction is constantly increasing, and one of the dreams of commercial men of Philadelphia is that of a fleet of swift steamships, built in Philadelphia, that shall ply from the port of Philadelphia and sweep down the Atlantic to the leading countries of South America, bringing and taking valuable goods in brisk commercial exchange.

It was here that those two mechanical devices that have increased the speed and enjoyment of ocean travel, the triple-expansion engine and twin screw, were first made in America. In Philadelphia alone there are fully three thousand men at work in the various departments of ship-building, yielding a product of between five and six million dollars a year. Along the Delaware, outside of Philadelphia, these figures are fully equalled, the grand total of the product of the ship-building industry on the American Clyde thus reaching from ten to twelve million dollars a year.

Perhaps the most celebrated fleet of vessels that ever traded from this port was that belonging to Stephen Girard. He shocked many people by naming them after Rousseau, Voltaire, and other men of kindred temperament, and many were the predictions that they would be lost. He lost only one vessel, however, the "Good Friend," which was captured, laden with coffee, off the Delaware capes by the British in the early part of the century. It cost Girard one

hundred thousand dollars to ransom her, and after securing possession of her again he immediately sold her as an unlucky ship. It was about 1750 that a ship one hundred and five feet long was launched on the Delaware. It was a gala day in Philadelphia, and thousands came to see a ship so big that speaking trumpets were provided the master in order that his voice might be heard the entire extent of the immense distance of one hundred and five feet. In those days ship-builders represented the leading industry, and, dressed in ruffled shirts and silk stockings, they used to visit their yards in a pompous manner every morning, and then spend the remainder of the day visiting among the merchants and bankers in the financial centre of the town.

An indication of the importance of the port of Philadelphia still as a shipping centre is that given by the oil shipments. Up to November 1, 1889, the oil shipments to various ports of the Old and New World, hundreds of thousands of gallons going to Japan, have been one hundred and thirty-three million one hundred and ninety thousand six hundred and forty-nine gallons, an increase of sixteen million gallons over that of the previous year.

VARIOUS LEADING TRADES.

Thus runs the story of Philadelphia's products and manufactures. Only three or four of

its leading industries have been looked at and only a glimpse has been taken of the great hive through its open factory door. Take the manufacture of shoes. The fine grades are made here in greater quantities than anywhere else. An expert in the trade estimates the output in shoes at five million dollars a year, employing about three thousand five hundred hands in about one hundred and thirty factories. The leather industry, outside of shoes, is also very large, aggregating probably another five million dollars.

Another large industry is the manufacture of clothing of various kinds. In the 1882 census the estimate of the aggregate of this product is put at over forty million dollars, employing nearly thirty thousand persons. If there be any error in those carefully gathered statistics, certainly the industry reaches those figures to-day, a period eight years later.

The brewers' industry aggregates, it is estimated, all told, about seven million dollars a year, employing at least fifteen hundred men, and showing a yield of four thousand dollars to each man employed, while the average yield in other grades of industry per man is only about two thousand dollars.

The chemical output of Philadelphia in 1882 was placed at six million two hundred and forty-one thousand nine hundred and twenty-five dollars, and it is estimated that the trade has increased twenty per cent. Philadelphia eight years ago made over five million dollars' worth of confectionery, and now its products

of toothsome sweets is estimated at a million more. Here in Philadelphia upholstery has reached the highest state of perfection and luxuriance in this country. Coupled with the manufacture of furniture, the figures of its product reached, according to the census of 1882, seven million five hundred and ninety-four thousand seven hundred and ninety-seven dollars. It is estimated that the year 1889 will record an increase of twenty per cent. This industry certainly amounts to eight million dollars at the present time. So the figures roll up, tobacco being estimated at four million dollars; soap, three million five hundred thousand dollars; printing, all kinds, ten million dollars; paper, five million dollars.

The factory with the most costly output in the country is the United States Mint, where nine-tenths of the coinage of the United States is done. During the last year twenty-four million eight hundred and fifty-three thousand six hundred and twenty-four dollars and twenty-one cents in money was made there, divided as follows: gold, two million one hundred and seven thousand and sixty dollars; silver, twenty-one million eight hundred and forty thousand and ninety-one dollars; nickel, nine hundred and six thousand four hundred and seventy-three dollars and twenty-one cents. Represented in pieces of individual coin the product may be summarized as follows: gold, one hundred and sixty-seven thousand five hundred pieces; silver, twenty-five million eight hundred and sixty

thousand four hundred and forty; nickel, fifty-one million five hundred and sixteen thousand eight hundred and sixty-one. There were seven hundred and sixty-five thousand eight hundred and seventy-six standard ounces of gold used, valued at eighteen dollars and sixty cents an ounce, and forty-three million three hundred and thirty-four thousand four hundred and twenty-one ounces of silver used, valued at one dollar and sixteen cents an ounce. The small coins, made exclusively in Philadelphia, are virtually manufactured by the car-load. No other such factory as the Philadelphia United States Mint exists in the Western Hemisphere.

Regarding the cause for this great development of the city, this much may truly be said: Whatever may be the merits or demerits of a protective tariff system, certain it is that Philadelphia never would have been the prosperous manufacturing centre that she is, and her industries could not have been so stimulated, fostered, and developed as they have been, except by this economic policy. Her municipal fortress, therefore, is an immense factory, teeming with life and humming with prosperity, founded on diversified industry, buttressed and arched with living labor and tireless energy, built up and roofed with the accumulation and experience of manual and mental toil, and protecting an army proud to march under the banners of those who earn their bread by the daily sweat of their brows.

CHAPTER IV.

LEADING CHARACTERISTICS.

NEXT to her manufactories, Philadelphia's homes are her leading feature. According to the Bureau of Revision of Taxes, up to January 1, 1889, there were two hundred thousand and seventy-three dwelling-houses in the city, and seventeen thousand eight hundred and four buildings devoted to other purposes. It is estimated that at least seven thousand dwellings have been built since January 1. Philadelphia homes are now increasing at the rate of seven thousand five hundred a year. The number of property owners is estimated by the same board at from seventy-five thousand to one hundred thousand. The cost of the dwellings averages less than five thousand dollars, and it is probable that more than one-half of the new ones have been built at an expense of three thousand dollars or less, and are only two stories in height, but with every modern convenience. This means that Philadelphia workmen live in separate houses. So rapidly have the houses increased that on many streets they have remained vacant for weeks, because

the city cannot supply necessary sewer and water connections.

The absence of tenement houses, such as are seen in other large cities, and the fact that thousands of the middle classes own their own homes, is due to a remarkable financial scheme, indigenous to Philadelphia, and known as the building association. There are at least four hundred of these associations in Philadelphia, with assets of forty million dollars; annual receipts, sixteen million dollars; members, one hundred thousand. The building association is simply a workingman's savings-bank, whose money is invested in erecting homes for members and, in some cases, for non-members, and in taking mortgages, payable in monthly instalments, as security for the investment. The members purchase stock with their deposits and get six per cent. interest on their investment. Those who borrow pay each month enough more than the normal rent to satisfy the interest on the mortgage, and the balance goes towards paying off the indebtedness on the property on the instalment plan. In this way a man's rent goes towards the payment of a home, and in a period of about eleven years a house pays for itself.

Thousands of Philadelphians have thus come to own their own homes by the simple scheme of co-operation in savings. This, too, may explain the absence of tenement houses and the great number of two-story dwellings. Building associations have

had their effect, too, for capital seeking investment in real estate development now makes such terms that rent shall go towards ownership, and thus it is that many a man finds himself the owner of the home where he has lived for many years, instead, as is the case in many other cities, of finding himself no nearer the ownership of his dwelling after his existence of perhaps a score of years there than he was at the beginning. Building associations have spread throughout Pennsylvania, and are fast springing up, especially in the Western States. They are about thirty years old, and the life of an association expires in eleven years from the expiration of the stock or the "series," as each issue of stock is called.

It is not known how the peculiar style in house-building of Philadelphia, consisting of the use of red bricks and white marble trimmings, originated. Brick manufacture has always been prolific in Philadelphia. Its yearly output is at least three million five hundred thousand dollars. One of the earliest importations to Philadelphia was that of rags from Italy for paper manufacture. Rags need ballast, and in this way it is supposed that marble began to be imported in large quantities. The combination was pleasing to the Philadelphia eye of conservatism and conducive to habits of cleanliness. Thus bricks and white marble became ineffaceably stamped upon the city's architecture, spreading to adjacent towns south and west. The tendency is now towards building brick houses

THE CITY HALL, BROAD AND MARKET STREETS

with brownstone trimmings, but as fully one hundred and seventy-five thousand dwellings are of the red and white combination, Philadelphia will continue to be the city of red bricks and white marble steps and window-sills, a contrast in color which, however monotonous to some eyes and however inartistic to other eyes, certainly has advantages and attractions.

THE GOVERNMENT OF THE CITY.

The city's government is a model of municipal organization on the latest ideas. It is divided into two branches, legislative and executive. The execution of the laws is now made a matter of individual responsibility with the executive, and if any fault is to be found with the plan it is that the power given to the executive is so great that the legislative power may be controlled or dwarfed by the executive. The mayor receives a yearly salary of twelve thousand dollars. The executive government is divided into three great departments, known as those of Public Works, Public Safety, and Charities and Correction. The first two have a "director" at their heads. The last has a board-government, but as the mayor has absolute power of removal, it simply increases his own responsibility. The directors are each paid a salary of seven thousand five hundred dollars, and the members of the Board of Charities and Correction serve without pay.

The Director of Public Works looks after the manufacture and distribution of gas, opens new streets and keeps old ones clean and in repair, builds and repairs sewers, cares for the water distribution and building of reservoirs and laying of mains, as well as maintaining the city's ice-boats for use in winter in keeping navigation open. The Director of Public Safety has to do with police, firemen, electrical matters, health, vital statistics, boiler inspection, building inspection, care of city property, and the like. The Department of Charities and Correction has to do with the city hospital, city almshouse, and the penal and corrective institutions of the city. For the honest and economic management of all these departments the responsibility lies directly upon the mayor, who is elected by the people every four years, and who appoints his own subordinates, subject to the approval of the upper house of the city legislature. The city legislature is divided into two branches, the Select and the Common Council. The one contains a representation by wards and the other by population. They fix the tax rate, make appropriations, and pass local ordinances, chiefly those pertaining to improvements. There are other departments in the city, but as they have little to do with the daily enforcement of the laws in a positive way, their heads are elected by the people. They are the departments of the City Treasury, Controller, Coroner, District Attorney, Education, Sheriff, Receiver of Taxes,

Register of Wills, Recorder of Deeds, and City Solicitor.

Philadelphia's system of municipal finance is on the "pay-as-you-go" plan. If the law allowed unlimited debt capacity, doubtless the city would be better paved and other needed improvements would be speedily made. Philadelphia's debt, all of which is funded, was on January 1, 1889, fifty-seven million nine hundred and forty-two thousand nine hundred and thirty-four dollars and ninety cents. Her assets in securities and cash consisted of thirty million seven hundred and seven thousand seven hundred and eighty dollars and ninety-seven cents; in real estate, forty-two million nine hundred and sixty-four thousand three hundred and forty-four dollars; excess of assets over liabilities, fifteen million seven hundred and twenty-nine thousand one hundred and ninety dollars and seven cents. The value of the taxable real estate in the city was six hundred and sixty-six million three hundred and twenty-four thousand seven hundred and ninety dollars during 1888, all but sixty-one million dollars of which was assessed at the city tax-rate of one dollar and eighty-five cents per one hundred dollars of valuation. The people seem to be peculiarly sensitive to an increase in the tax-rate. Since 1883 it has been one dollar and eighty-five cents, and improvements for the good health of the city have been put off rather than increase the tax rate. The receipts from taxes for 1889, based on these figures, were nine-

teen million six hundred and seventy-two thousand one hundred and ninety dollars and fifty-four cents, and it took nineteen million seven hundred and eleven thousand two hundred and seventy dollars and sixty-six cents to pay the city's expenses, causing a deficit of thirty-nine thousand and eighty dollars and twelve cents. The police force consists of more than fifteen hundred men, and the fire department has about forty-five engines or appliances of various kinds and about four hundred and fifty men.

The death rate of Philadelphia varies from nineteen to twenty per thousand each year. There are less than half a dozen cities in the United States with so low a death-rate. Improvements in the water-supply of the city have just been made through the completion of the mammoth East Park Reservoir, whose capacity is over seven hundred million gallons, which will, it is expected, largely reduce the typhoid fever rate, so that the city's death rate will be in a short time probably as low as that of any city in the United States. The vital statistics for the year 1888 show the following result: deaths, twenty thousand three hundred and seventy-two; births, twenty-six thousand two hundred and ninety-six; marriages, six thousand seven hundred.

An indication of the immense size of Philadelphia and the task of suitably paving it may be obtained from the fact that there are over two thousand miles of streets on the city plan, and of these twelve hun-

FAIRMOUNT PARK VIEW FROM THE RESERVOIR SHOWING THE BOAT HOUSES ON THE SCHUYLKILL

dred miles are open. There are plotted on the city map one hundred and ninety-one thousand nine hundred and twenty-eight city lots.

THE CITY'S POPULATION.

Much of late has been said regarding Philadelphia's population. The census of 1880 put the figure at eight hundred and forty-seven thousand one hundred and seventy. Mr. Blodget recently estimated the figure at one million two hundred and twenty-three thousand, a growth almost of four hundred thousand in ten years. On the basis of five and a half persons to a household, the established ratio in Philadelphia, the figures would reach one million one hundred thousand. The Board of Health, figuring by three different methods of estimate, the ratio of decades, marriages and deaths, and the voting ratio, place the population at the close of 1888 at one million sixteen thousand seven hundred and fifty-eight. The latter figures are a conservative estimate, and it is no exaggeration to say that Philadelphia has at least over one million inhabitants.

Another city institution of world-wide reputation is Fairmount Park. It is considered the most beautiful natural park in the United States, as well as the largest city park. It consists of two thousand seven hundred and ninety-one acres, through which the romantic and beautiful Schuylkill River runs. It

has hundreds of picnic grounds, and it belongs to the people. It was here that the great Centennial was held. Besides Fairmount Park there are numerous squares and public parks in the city and suburbs, aggregating at least one hundred and fifty acres. Fairmount Park is managed by a commission appointed by the courts.

Another indication of the sensitive temperament of the people is the high regard for the purity of the judiciary. Philadelphia lawyers have been heard of the world over, and Philadelphia judges fitly represent the best tendencies of the bar. There are twelve judges who sit in the county courts. They are selected by the people for a term of ten years each, at a yearly salary of seven thousand dollars. It is essentially a non-partisan judiciary, the custom now being prevalent in both leading political parties to endorse any judge who may come up for re-election, regardless of his own political affiliations. The bar still sustains its past reputation, and has among its members able pleaders, profound jurists, and successful advocates.

EDUCATIONAL FEATURES.

In education, especially professional education, Philadelphia has always ranked high. Not only have her lawyers been profound, but her doctors have always been at the top of the medical profes-

sion. Here the science of medicine has not only flourished, but this city has become the acknowledged centre of progress in that direction. The University of Pennsylvania, established as early as 1755, largely through the efforts of Benjamin Franklin, has always been an educational power in the United States. The University Medical School ranks among the very first of the country, and now, as in the past, has on the roll of its professors some of the most distinguished names in medical science. The Jefferson Medical College also takes high rank, and from this and the University Medical Schools three hundred and nine graduates from South American countries have received their diplomas in the past twenty years. There are half a dozen other medical colleges of high character and grade in the city.

Wherever Philadelphia has been heard of in recent years the name of Girard College has gone with it. Endowed by Stephen Girard, it has clothed, cared for, and educated over four thousand boys. The school was opened in 1848, seventeen years after Girard's death. It takes orphan boys (that is, boys whose fathers at least are dead), from six to ten years of age, those born in the "old city" preferred, and it keeps them until they are eighteen years of age, giving them instruction in the common branches as well as many higher branches, such as navigation, Spanish, and many departments of science. It has fourteen hundred boys now under its care, and soon

the accommodation will be increased to sixteen hundred. The capacity limit will be reached in a few years at two thousand boys. The total number admitted since the beginning down to January 1, 1889, has been four thousand and twenty-one. Already there are from three hundred to four hundred boys waiting to come in. After the "old city" applicants are disposed of, those from other parts of Pennsylvania, from the city of New York, and from the city of New Orleans have preference, in the order named. The Girard Estate is worth twenty million dollars, three-quarters of the income of which is laid away for investment purposes. The original endowment was two million dollars. Last year's expenses were four hundred and seventeen thousand eight hundred and ninety-one dollars and ninety-seven cents. The Williamson School of Industrial Trades, which will soon be established, as well as the Drexel School, patterned somewhat after the Cooper Institute of New York, will fitly supplement Girard College, and add to the city's reputation in that line of liberality.

The public schools of Philadelphia are well managed and crowded to their highest capacity all the time. Higher education receives a large share of attention in them also. The average attendance at the public schools last year was ninety-six thousand six hundred and sixteen, and the salaries paid for teachers alone aggregated one million four hundred and twenty-eight thousand nine hundred and seventy-

one dollars and twenty-nine cents, the total expense of the schools reaching the sum of two million two hundred and eighty thousand seven hundred and twelve dollars and twenty-four cents. There are four hundred and fifty-nine schools of various grades and two thousand five hundred and twenty-four teachers. Among the schools of note are the Manual Training School, giving instruction in manual as well as mental work. It has passed beyond the experimental stage, and has just received the highest honors at the Paris Exposition. The School of Design for Women is the oldest and largest one of its kind in the country, and gives equal attention to industrial and fine art. The Academy of the Fine Arts has superior facilities, and, although Philadelphia is a manufacturing city, it is as well a leading art city. It is also a literary city, as its great libraries, the Ridgway, Philadelphia, Mercantile, and Historical Society Libraries, can testify.

There are over six hundred churches in Philadelphia divided among various denominations. Careful statistics as to membership and practical work accomplished are difficult to obtain, and it were better, therefore, not to use them. Among its clergy are a Roman Catholic archbishop and bishops of the Protestant Episcopal and Methodist Episcopal Churches, all able, kindly, and exceedingly popular men. Philadelphia is also a city of hospitals as well as churches, and in this regard no city of the country is better equipped. In all the leading hospitals women nurses

are instructed and trained, and every year a large company of these ministering angels goes forth to work in the community.

LAW AND ORDER RECORD.

Philadelphia is also the great law and order city of the United States. By the operation of a high-license law, fixing the license fee at five hundred dollars a year, the number of saloons was reduced from over six thousand to thirteen hundred. The low groggery has disappeared. So profitable is the liquor business, owing to the reduction in the number of saloons, that the law regarding Sunday closing and other restrictions is rigidly kept, lest the judges, who now grant the licenses, may revoke the valuable franchises on a subsequent application. To show the fruit of the workings of the new order of things all that is necessary is to quote these official figures. Number of commitments to the county prison for intoxication under old license law, from January 1, 1887, to January 1, 1888, eleven thousand one hundred and thirty-seven; number of commitments for same cause, from January 1, 1888, to January 1, 1889, five thousand nine hundred and forty-seven; decrease in one year, five thousand one hundred and ninety. Under the present municipal administration, aided by a vigorous press, all the dives and gambling-houses have been closed and most of the pro-

FAIRMOUNT PARK — ALONG THE WISSAHICKON DRIVE

prietors driven from the city. Not a vile den—such as are found on the thoroughfares of other cities—can be found in Philadelphia. Pitfalls for the young and unwary are no longer openly seen, and no city in this country gives such an exhibition of public decency as Philadelphia.

THE CITY'S BANKS.

Philadelphia's banks are renowned. The name of Drexel has a foothold on two hemispheres. In the Drexel bank alone the private deposits reach the stupendous sum of fourteen million dollars. The Philadelphia banks have always been loyal to the Government, and during the civil war Jay Cooke, the Philadelphia banker, successfully placed three billion dollars' worth of Government securities without personal profit to himself of a single penny. During the Mexican War E. W. Clark performed a similar service, and the names of Stephen Girard and Robert Morris will go down in history among those who unstintingly gave of their means to assist the nation in time of crisis. The architecture of the banks of Philadelphia is most striking. There are forty-two national banks whose capital stock is twenty-two million eight hundred and ninety-nine thousand dollars. An idea of the business done by these banks may be obtained from these figures of the week's operations ending November 4, 1889: loans and discounts,

ninety-eight million one hundred and thirty-three thousand dollars; money reserve, twenty-four million nine hundred and twenty-two thousand dollars; national bank-notes, two hundred and seventy-seven thousand dollars; deposits, eighty-seven million five hundred thousand dollars. This is for one week only. Besides the national banks there are numerous trust companies, several savings-banks, and State banks. One of the three leading savings-banks has over one hundred thousand depositors, and trust companies of various kinds are rapidly growing. The banking business is, therefore, enormous, and the total amount can only be conjectured on the basis of the figures furnished officially by the clearing-house and given above.

The operations of the Philadelphia Custom-House fittingly follow those of the banks. The value of the imports coming to Philadelphia for the year 1888 was forty-five million twenty thousand one hundred and thirty-two dollars; value of exports, twenty-eight million twelve thousand eight hundred and seventy-nine dollars. It is held by experts that the exports from Philadelphia by way of New York equalled those that passed through the local custom-house. Of the imports the following from South American countries for 1888 have been furnished by the Collector of Customs: Argentine Republic, two hundred and forty-seven thousand seven hundred and ninety-three dollars; Brazil, one million three hundred and three thousand

FAIRMOUNT PARK — THE WATER WORKS AT THE DAM

nine hundred and twenty-seven dollars; Costa Rica, five thousand five hundred and eighty-five dollars; Nicaragua, forty-one thousand six hundred and sixty-seven dollars; Chili, two hundred and thirty-three thousand four hundred and seventy dollars; French Guiana, ten thousand seven hundred and fifty dollars; British Guiana, two million four hundred and ninety-two thousand nine hundred and seventy dollars; United States of Colombia, twenty-four thousand five hundred and twenty-one dollars; Uruguay, thirty-one thousand and sixty-eight dollars; Venezuela, nineteen hundred and seventy-six dollars. Nearly one-third of these imports came in free of duty. The exports to these countries were as follows: Argentine Republic, four hundred and forty-two thousand four hundred and forty-nine dollars; Brazil, one hundred and ninety-five thousand nine hundred and sixty dollars; Nicaragua, five thousand seven hundred and fifteen dollars; British Guiana, fifty-six thousand two hundred and seventy dollars; United States of Colombia, twelve thousand seven hundred and twenty-two dollars.

The most striking external single feature of Philadelphia is its new City Hall, situated in its centre. It is of white marble, occupies a whole square, and has thus far cost twelve million six hundred and twenty-six thousand seven hundred and thirty dollars and nine cents. Its final cost will probably reach nearly eighteen million dollars. Its tower is now

three hundred and thirty-seven feet high, the marble work on it having been nearly completed. When finished the tower will be five hundred and thirty-seven feet four and one-half inches high, the loftiest tower on any building in the United States.

FAIRMOUNT PARK — WISSAHICKON CREEK

CHAPTER V.

THE FUTURE.

ONE of this country's earliest statesmen said that he knew of no way of judging of the future except by the past. Philadelphia's past and present speak for themselves. It is a story of industry and loyalty, twin forces in steady development. Following simply along the line of the past, the city's future is secure. But there are reasons why Philadelphia's future should produce greater things than those warranted by the past and present.

It is within a year that under Congressional appropriation and State and city aid the purchase of the two islands that choke the Delaware River in its busiest part has been made, and they have been deeded to the National Goverment. Their entire removal has been recommended by government engineers, and the work will doubtless be begun within another twelve months. The expense will reach several millions, and a portion of Petty's Island, farther up the river, will be cut away. By this means the channel will be deepened and, best of all, widened

so as to admit in easy access the largest of steamships. The wharves will be lengthened and multiplied, and it is believed that increased commerce will quickly follow. Ship owners and masters always prefer a fresh-water harbor, and this strong advantage Philadelphia already has.

Another project which it is thought will at once cause Philadelphia commerce to grow is the proposed "Belt Line Railroad," a railroad which all the railroads entering the city shall have the right of using, and which shall run direct to the wharves along the Delaware, enabling shippers to load and unload goods by the vessels' sides.

A board of naval engineers have just recommended that the Government spend fifteen million dollars in fitting up the League Island Navy-Yard, so that it will become the greatest plant of its kind in the world. If the harbor, Belt Line, and naval improvements are made, for which the outlook is favorable, it will be merely a question of time when Philadelphia shall so regain her maritime supremacy as to become at least the second port of importance in the United States instead of being the sixth, as she is at present.

A spirit of change is being observed in the external aspect of the city. In no other municipality in this country has there been such a recent advance in architecture as in Philadelphia within three years. Many stupendous and even magnificent buildings have

been erected, revealing a wonderful skill in architecture that not only delights the eye, but manifests a spirit of progress that makes a bright forecast for the future of the city.

Thus the record of Philadelphia reads. If details are considered, the half has not been told, and will not be told until dug from the returns of the next census. No Philadelphian, no admirer of Philadelphia, in this or any other country, doubts what that record will show. It will be a record of progressive industrial achievement far beyond that of other cities, and the city will continue to remain, as it always has been, the great American city of the temperate zone. Looked at in the record of her past, in the bright light of the present, and in the brilliant prospect of the future, one can realize the force, yes, the pathos, of these words of William Penn, written as he sailed down the Delaware, going back to England after his last visit here: "And thou, Philadelphia, the virgin settlement named before thou wert born, what love, what care, what service, and what travail has there been to bring thee forth and preserve thee from such as would abuse and defile thee. I long to be with thee."

APPENDIX.

THE delegates, secretaries, and attachés of the International American Conference, accompanied by their escort, arrived in Philadelphia by special train on Saturday, November 9, at ten o'clock in the evening. They had come from Pittsburg by way of the Pennsylvania Railroad. After the members of the Conference had assembled in one of the parlors of the Continental Hotel, Hon. Edwin H. Fitler, Mayor of Philadelphia, made a brief address of welcome, to which Dr. Guzman, of Nicaragua, responded on behalf of the visitors.

It had been arranged that the following day should be spent in rest, but the city's distinguished guests were alert, and many of them took advantage of the opportunity to visit some of the city's institutions. A good-sized party went to Girard College in the morning at eleven o'clock. The usual chapel service was in session, and special addresses were made by Judge Robert N. Willson, President A. H. Fetterolf, of Girard College; W. Heyward Drayton,

president of the Board of City Trusts, to which Señor Peraza, of Venezuela, responded. In the afternoon the delegates occupied the time in visits to the Eastern Penitentiary, to the various hospitals of the city, and in making private calls.

On Monday the formal sight-seeing began. John Wanamaker's store was first visited, where Robert C. Ogden made an address of welcome, and, with the assistance of numerous aids, conducted the visitors personally through the store. Baldwin's Locomotive Works, the tool works of William Sellers & Co., and J. & J. Dobson's Carpet Mills, at Falls of Schuylkill, were next visited. The wives of the delegates had been specially invited to participate in the visit to Philadelphia, and they were conducted through Wanamaker's specially, and entertained at luncheon by Mr. Ogden. They then made a visit to Independence Hall. In the evening the Union League tendered a reception to the visitors at the League house. This ended the first day's programme.

Tuesday was as busy as Monday. The first place visited was Harrison, Frazier & Co.'s Sugar Refinery. At noon the University of Pennsylvania was reached. Dr. Wm. J. Pepper, Provost of the University, made an address, to which Señor Cruz, of Guatemala, responded. This was followed by lunch, after which a special train took the company to Henry Disston & Sons' Saw Works, at Tacony. Hamilton Disston and Hon. M. M. Estee, of California, made speeches.

The delegates then went down the Delaware to the ship-yard of William Cramp & Sons, where they inspected as much of the new navy of the United States as could be found there, comprising the cruisers "Vesuvius," "Baltimore," "Philadelphia," and "Newark." In the evening the visit formally ended with a reception at the Manufacturers' Club.

The following Committees had charge of the arrangements of the visit of the Conference:

Committee on Industrial Visits: John H. Converse, Chairman; Frederick Fraley, John Dobson, Hamilton Disston, William Sellers, Charles H. Cramp, W. L. Elkins, Walter Wood, Claus Spreckels, John Mundell, Charles C. Harrison, James Gillinder, J. B. Stetson, Robert K. McNeeley, S. B. Stinson, Alan H. Reed, James M. Hibbs, Robert C. Ogden.

Committee on Evening Entertainment: Thomas Dolan, Chairman; Charles Emory Smith, James Dobson, Thomas Cochran, Theodore E. Wiedersheim, P. A. B. Widener, Simon Muhr, J. P. Truitt, Robert S. Davis, Charles Thackara, W. F. Hagar, C. N. Thorpe, J. Y. Huber, William Brockie, C. A. Dougherty, T. A. Pearce, George Campbell, S. B. Fleisher, Robert Dornan.

Committee on Finance: A. J. Drexel, Chairman; George W. Childs, William M. Singerly, John H.

Michener, Wharton Barker, William Wood, J. Lowber Welsh, Charles Heber Clarke, George V. Cresson, Jacob Naylor, John H. Bromley, George L. Harrison, C. J. Harrah, Jr., John Lucas, William R. Warner, Dawson Hoopes, Thomas MacKellar, C. B. Adamson, J. G. Altemus, G. A. Heyl, S. B. Brown, A. H. Love.

The districts of MANAYUNK and GERMANTOWN in the northwestern section of the city and that of FRANKFORD in the northeastern, are not included in this Map.

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